

Emergency Support Function #1 Transportation

Primary District Agency:	District Department of Transportation
Support District Agencies:	Department of Parks and Recreation DC Fire and Emergency Medical Services DC Housing Authority DC National Guard DC Public Schools Department of Employment Services Department of Health Department of Human Services Department of Mental Health Department of Motor Vehicles Department of Public Works Emergency Management Agency Metropolitan Police Department Office of the Chief Technology Officer Water and Sewer Authority
Other Supporting Agencies, Jurisdictions, and Organizations:	Amtrak Architect of the Capital Arlington County, Virginia DC Office on Aging Fairfax County, Virginia Federal Bureau of Investigation Federal Emergency Management Agency Federal Highway Administration, Division Office Federal Protective Service General Services Administration Maryland Department of Transportation Metropolitan Washington Council of Governments Montgomery County, Maryland Prince George's County, Maryland Private and Commercial Bus Services U.S. Capitol Police (S) U.S. Coast Guard U.S. Department of Defense U.S. Department of Health and Human Services (Pharmaceutical Stockpile) U.S. Department of Justice U.S. Secret Service U.S. Park Police, National Park Service

Virginia Department of Transportation
Virginia Rail Express
Washington Metropolitan Area Transit Authority

Lead Federal Agency: Department of Transportation

I. *Introduction*

A. Purpose

Emergency Support Function (ESF) #1—Transportation describes the surface transportation resources (human, technical, information, equipment, facility, materials, and supplies) to support the District of Columbia (DC) government entities, other government participants, and civilian organizations having the capacity to perform emergency transportation response missions in the event of a public emergency. ESF #1 also serves as a coordination point for response operations and restoration of the transportation infrastructure. ESF #1 is directed by the District Division of Transportation (DDOT) and is supported by at least 16 District organizations, 13 federal organizations, 7 regional organizations, and 1 private/public carrier. For purposes of ESF #1, “transportation” is defined as those surface transportation actions, responsibilities, requirements, and resources that are required to support the District Response Plan (DRP). Transportation encompasses all transit surface modes, including land-based wheeled vehicles, trucks, and buses traveling on streets, roads, highways, and bridges; waterways adjacent to the District; rail routes; and transportation infrastructures (roads, routes, and bridges) and assets that move people and supplies in and out of DC.

B. Scope

ESF #1 presents a coordinated approach led by DDOT in coordination with federal and regional agencies and other stakeholders to manage and coordinate surface transportation support, services, and infrastructure essential for emergency response; to provide public transportation to temporarily replace or augment services affected in a District emergency area; to restore the transportation infrastructure following a public emergency; and to ensure the existence of routes tailored to promote the movement of goods, services, equipment, citizens, and personnel toward emergency staging areas and any emergency location.

II. *Policies*

- A. All ESF #1 participants will be organized and operate as a team in the event of a public emergency under the coordinated direction of DDOT.

- B. DDOT will publish and semiannually update ESF #1—Transportation of the DRP.
- C. DDOT will publish and annually update the Emergency Surface Transportation Evacuation Plan (ESTEP), Annex to the DRP, that details supporting District agency actions, responsibilities, and requirements.
- D. The first District responder to the incident will be responsible for transportation-related emergency management activities until the emergency staff from DDOT arrives at the scene of the incident.
- E. Information will be coordinated through the Emergency Operations Center (EOC) at the Emergency Management Agency (EMA) (8th Floor, Reeves Building).
- F. When a public emergency is of sufficient severity and magnitude as to surpass ESF #1 combined capabilities, an appropriate request for private sector support or federal assistance will be initiated by EMA.
- G. DDOT, in coordination with the Department of Public Works (DPW) (ESF #3—Public Works and Engineering), the Metropolitan Police Department (MPD) (ESF #13—Law Enforcement), and neighboring jurisdictions will modify operations of necessary streets, roads, highways, bridges, and ongoing construction projects on the District-owned and controlled emergency evacuation routes. DDOT will immediately initiate coordination with the appropriate agency for federally controlled routes within the District and adjacent regional agencies as identified by regional transportation and law enforcement personnel. This coordination will be done in the EOC, and all actions will be reported to ESF #5—Information and Planning.
- H. DDOT has recognized 14 corridors radiating from downtown Washington as emergency evacuation routes. Egress and ingress signs that have been developed allow for easy identification of these routes by the motoring public and by authorities with a need to quickly transport emergency services.
- I. DDOT, upon notification of a public emergency requiring immediate evacuation, will notify traffic operations centers in the neighboring jurisdictions and commence immediate implementation of complementary traffic signal timing strategies.
- J. Federal deployment of non-District resources may be required to implement this ESF.
- K. ESF #1 participants and adjacent jurisdictions will adopt regionally acceptable signs that identify major ingress routes toward and major egress routes from

downtown Washington. Jurisdictions shall have responsibility for fabrication and installation of the signs.

- L. The following transportation structures serve as the most critical of the District's transportation infrastructure and are at-risk facilities that will receive special attention in an emergency:

Bridges	Tunnels
Chain	1 st Street
Theodore Roosevelt	3 rd Street
14 th Street	12 th Street
South Capitol	Barney Circle
11 th Street	
Sousa (Pennsylvania Ave)	Bus Terminal/Rail Terminal
Benning Road	Union Station
New York Avenue	Greyhound/Peter Pan Trailways
Connecticut Avenue over Klinge Road	
Taft	

Interstate Highways (NHS)	WMATA	Utilities
Canal Road	Subway Tunnels	PEPCO (Benning Road)
Wisconsin Avenue	Vehicles	Blue Plains (WASA)
16 th Street	Major Rail and Bus Transfer Points	Dalecarlia Reservoir
Georgia Avenue		McMillian Reservoir
New York Avenue		
Pennsylvania Ave		
South Capitol Street		
14 th Street		
E Street Expressway		
I-66		

For oversight, DDOT works in cooperation with:	For (location)
Capitol Hill Police	Independence Avenue from First Street, S.E., to Second Street, S.W.
Capitol Hill Police	South Capitol Street from Independence Avenue to D. Street, S.W.

Secret Service, National Park Service (NPS)	E Street from 15 th Street N.W. to 17 th Street, N.W.
NPS	Constitution Avenue from 17 th Street to 23 rd Street
Federal Government/Federal Protective Service	Third Street Tunnel under the Labor Department (Labor Department is a federal building. The Federal Protective Service might want to close the tunnel in case of an emergency. The tunnel also contains exit ramps to Senate office buildings.)

III. *Situation*

A. **Disaster Condition**

A public emergency may adversely impact the transportation infrastructure throughout the impacted area. Most local transportation activities could be hampered by damaged facilities, equipment, and infrastructure, as well as disrupted communications. At the same time, the public emergency could create significant demands for local and regional transportation of resources to provide for relief and recovery, as well as for clearing and restoration of the transportation system.

B. **Planning Assumptions**

1. The area/regional civil transportation infrastructure will sustain damage, limiting access to and evacuation from the disaster area. Access will improve as routes are cleared and repaired, or as detours are built.
2. Infrastructure damage and communications disruptions will inhibit efficient coordination of transportation support during the immediate post-disaster period.
3. Gradual clearing of access routes and improved communications will permit an increased flow of emergency relief, however, localized distribution patterns might remain unusable for a significant period.
4. The movement of relief supplies may create congestion in the transportation network both locally and regionally, requiring imposition of controls.
5. Reducing the District's evacuation clearance times requires a multi-faceted approach.

6. Multiple jurisdictions, agencies, utilities, and providers may have to participate in the response.

IV. Concept of Operations

A. General

1. The supporting District, federal, and regional agencies that comprise ESF #1 will coordinate and execute their respective transportation authorities and program responsibilities during and immediately following a public emergency.
2. ESF #1 supporting District and regional agencies will be represented by DDOT in the EOC, located at EMA to coordinate, track, and monitor transportation-related issues.
3. As the emergency situation dictates, supporting organizations will have representatives in the EOC or the ESF #1 Support Cell to the EOC as coordinated with DDOT.
4. Regardless of where each ESF #1 support agency's command and control or emergency point of contact (POC) is located, DDOT will coordinate with all ESF #1 supporting agencies (District, federal, and regional) to determine critical transportation needs, and potential support tasking, and track transportation trafficability.
5. The ESF #1 Support Cell to the EOC will provide transportation route status and vehicle availability information to the EOC for overall impact on emergency actions.

B. Organization

1. The DDOT Director serves as the liaison officer to the Consequence Management Team (CMT) and will coordinate with the EMA Director in assessing emergency incident impact on transportation in the city and region. All information is conveyed and coordinated with the DDOT Command Management Center (CMC). The Director is accompanied by the Associate Director of Traffic Services, the Public Information Officer, the Administrator for the Office of Mass Transit, and the DDOT Emergency Liaison to the EOC.

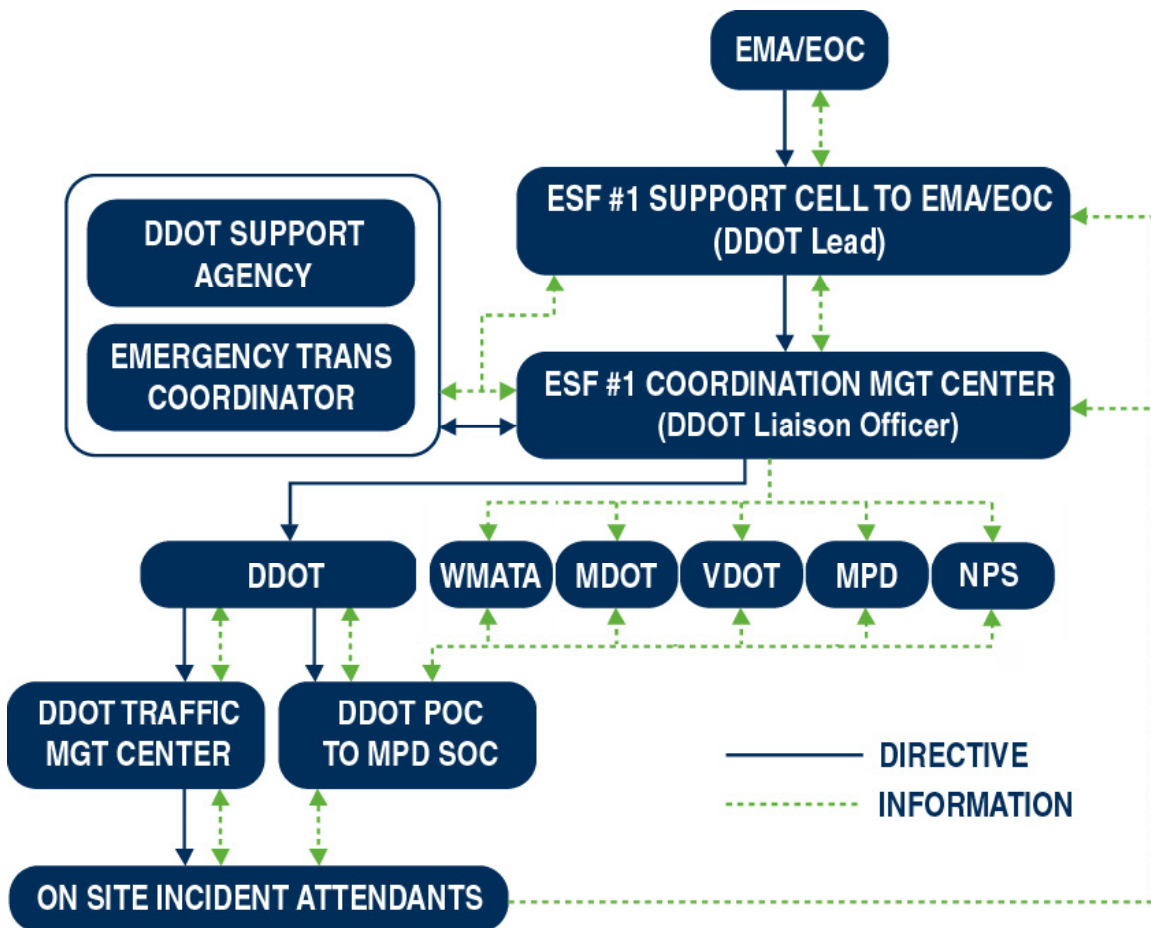


Figure ESF #1-1—ESF #1 Organization and Coordination

2. The DDOT Deputy Director will establish the DDOT CMC. The CMC serves as DDOT's central emergency headquarters for operations, information gathering, and deployment of DDOT emergency personnel. The Center is also staffed by a DDOT communication representative and an interoffice representative who serves as an information conduit for DDOT agency. The Center is supported by the DDOT Support Agencies. The Center will be prepared to operate on a 24-hour basis and is located on the sixth floor of the Reeves Building.
3. The DDOT Chief of Staff serves as the Emergency Transportation Coordinator (ETC) and is responsible for establishing the DDOT Support Agency, located on the sixth floor of the Reeves Building. All requests for assistance and mission assignments for transportation support are submitted to the DDOT Support Agency in coordination with the DDOT CMC through the Consequence Management Team (CMT for distribution, validation, and/or action. DDOT Representatives from Procurement, Utilities, Corporation Counsel, and Bridge and

Construction Maintenance report to or contact via telephone the DDOT Support Agency to receive and provide emergency updates.

4. The Chief of the Traffic Signal Division serves as the DDOT POC to the Traffic Command Center, located on the second floor of the Reeves Building. The Chief manages overall traffic signal timing strategies to mitigate traffic congestion of roadways, bridges, and tunnels and coordinates with regional counterparts to ensure a seamless and coordinated transportation system to the Capital Beltway and beyond. The center is staffed 24 hours a day. Augmented staff is present from 7:00 AM to 6:00 PM daily. Dispatch staff maintains contact information on all personnel and will summon additional staff as needed during off-peak hours.
5. The Chief of Work Zone/Public Space Safety serves as the DDOT POC to the MPD Synchronized Operations Command Complex (SOCC). The Chief is supported by an assistant who is a safety inspector in Transportation Services Administration.
6. Field Personnel/Inspectors are dispatched by DDOT CMC and Support Agencies to incident site(s) or affected locations to mitigate and/or inspect the impact of an incident on city infrastructure, including roads, tunnels, and bridges.
7. On-site Bridge Incident Attendants are assigned and dispatched to critical bridge locations to inspect and monitor bridge activity resulting from an emergency incident.

C. Notification

Upon notification by the District EOC of a potential or actual incident requiring transportation support, DDOT, as the ESF #1 lead, will notify ESF #1 District and regional supporting agencies and will establish communication with appropriate federal agencies. DDOT may be made aware of an imminent or an actual incident through several sources, including the EOC; on-site personnel; media; other DDOT and/or District, federal and state management systems; as well as citizen call-in information. The ESF #1 lead will notify those support agencies that need to supply a liaison to the ESF #1 group in the EOC. Communications will be made by the following technology, depending on availability of operation in the situation:

- Land line/cell telephone;
- “Permanent conference call” line;
- Nextel “Direct Connect;”
- Arch Wireless;
- 1-800 Number Access (Sprint);

- GETS Priority Land Line Service (AT&T and Sprint);
- Fax; and
- FTS Cards.

D. Response Actions

1. Initial Actions

- a. Immediately upon notice of an imminent or actual public emergency, DDOT will activate the emergency on-call alert roster and request a federal Department of Transportation (DOT) liaison when applicable. Priority attention will be directed toward staffing the EOC and activating the ESF #1 Support Cell to the EOC and the DDOT CMC.
- b. When a public emergency occurs, the ESF #1 representative from the DDOT will alert and activate appropriate personnel. A DDOT representative will immediately be positioned at the EOC and DDOT will activate ESF #1 Support Cell.
- c. The ETC will provide direction in the emergency area for the ESF #1 mission.
- d. Supporting District ESF #1 agencies (see Section II, Policies) will execute their emergency response plans in accordance with their internal operation plans and standard operating procedures (SOPs) and concurrently prepare to send representatives to the appropriate locations as directed herein.
- e. The DDOT CMC will immediately begin coordinating their assigned ESF #1 transportation responsibilities and functions.
- f. A DDOT liaison will be positioned in the MPD SOCC to coordinate with the ESF #13 cell.
- g. The DDOT Traffic Command Center will immediately begin assessing the impact of the incident on the District's transportation system and report to the EOC and the DDOT CMC.

2. Continuing Actions

- a. The on-site ETC will analyze and report on the transportation infrastructure suitability for evacuation and accessibility for transport of relief services and supplies and will assist in identifying emergency transportation requirements. The ETC will report back to the DDOT CMC. The DDOT CMC, in coordination with the EOC and DDOT support agencies, will coordinate local and regional transportation response activities and will activate those elements of the ESF #1 response organization required to meet the demands of the public emergency.
- b. The CMT will provide processing and overall coordination of requests for government and civil transportation support, including requests for military transportation.
- c. The ESF #1 Support Cell will process all requests for assistance and mission assignments for transportation support and services for distribution, validation, and/or action in accordance with this ESF and its annexes.
- d. DDOT Traffic Management Center (TMC) will monitor, control, and coordinate transportation systems and infrastructure using advanced computerized surveillance technology and coordinate with other agencies (local, state, and federal).
- e. DDOT on-site incident attendant will assess the damage to the infrastructure for all surface modes of transportation, analyzing the effects of the public emergency on the regional transportation system, monitoring the capacity transportation and congestion in the transportation system, and implementing management controls as required. Assessment procedures are outlined in the “Emergency Surface Transportation Evacuation Plan (ESTEP) Annex to the DRP.”
- f. The CMT will establish communications, maintain communications, and report and receive assessments and status information.
- g. DDOT TMC will design and implement on-call traffic signal timing strategies engineered to promote rapid egress from downtown Washington and ingress toward the scene of the incident.
- h. DDOT TMC, in coordination with regional counterparts, will ensure that timing strategies are consistent across jurisdictional

borders to ensure seamless, coordinated system to the Capital Beltway and beyond.

- i. DDOT CMC will coordinate, through the District DPW representatives to ESF #1 and ESF #12—Energy, with utilities, federal and regional agencies, and private interests to determine status of construction and other work developments that could impact traffic along designated evacuation routes, gateways, and regional routes.
- j. DDOT, in coordination with MPD, will identify vehicles that require clearance from the situation site and must be towed, and assist in all efforts to begin towing activities immediately. DDOT will coordinate with appropriate federal and local agencies to ensure that as much towing activities as necessary are performed to ensure that routes are kept clear.
- k. Communications related to transportation will be conducted within a two-level (A and B) chain of coordination in the following manner:
 - (1) The first level, A, would serve as the central communications point(s) for Level B organizations. Level A organizations include:
 - DDOT;
 - WMATA;
 - MDOT;
 - VDOT;
 - MPD; and
 - NPS.
 - (2) Level B organizations that are associated with the Level A organizations include:
 - DDOT: Private and Commercial Bus Systems;
 - WMATA: Local Bus Systems, VRE, Amtrak, CSX;
 - MDOT: Maryland jurisdictions, MARC;
 - VDOT: Virginia jurisdictions; and
 - MPD: Other police agencies.
- l. DDOT CMC and the DPW Fleet Management Administration (FMA) will assist in the design and implementation of alternate transportation services, such as mass transit systems, to temporarily replace transport capacity lost to public emergency damage.

- m. DDOT CMC, working with the on-site incident attendants, will ensure the clearing and restoration of the transportation infrastructure in coordination with DPW. ESF #1 will work with ESF #5 and the ESF #3 liaison to determine the status of clearing critical traffic routes.
- n. DDOT TMC and the on-site incident attendants will provide expedient emergency access routes, which might entail repairs to damaged streets, bridges, ports, and other facilities necessary for emergency access to emergency victims in coordination with EMA, MPD and the DC Fire and Emergency Medical Services Department (DCFEMS), who will assist in identifying key evacuation routes. Coordination will occur with neighboring jurisdictions to ensure route continuity.
- o. Once evacuation is ordered, motorists north of Pennsylvania Avenue will be directed north, east, and west on radial evacuation routes, while motorists south of Pennsylvania Avenue will be directed south, east, and west on radial evacuation routes.
- p. Radial evacuation routes featuring traffic signals will be retimed, with selected traffic signals on each radial corridor recalibrated to operate on a cycle length of 240 seconds with maximum green time.
- q. The 70 critical intersections on the evacuation routes within Washington, D.C. will be staffed with uniformed police officers or DC National Guard, if necessary. These police or soldiers will ensure that motorists abide by the signaling, but will not try to manually direct traffic against the signals.
- r. DDOT CMC will coordinate with the DPW FMA for the use of DC-owned vehicles for emergency movements of personnel and relief supplies, determining whether non-District vehicles are needed and making requests for assistance.
- s. When the criticality of the situation is reduced, technology will be used to restore regular traffic signaling and street directions.
- t. The ESF #1 liaison officer to the CMT will remain at the EOC until deactivated or released by the CMT Director.

V. Responsibilities

A. Primary District Agency

District Department of Transportation (DDOT)—DDOT, as ESF #1 lead, will manage and coordinate emergency transportation response operations and restoration of the transportation infrastructure during public emergencies. In addition, DDOT will represent ESF #1 in the EOC. The DDOT liaison officer to the CMT in the EOC will serve as the Mayor's single POC for surface transportation issues. The DDOT Liaison Officer to the CMT facilitates direct coordination between the DDOT CMC and ESF #1 federal and regional supporting agencies.

B. Support District and Regional Agencies

1. **Department of Parks and Recreation (DPR)**—DPR will operate its fleet of buses and other vehicles for transportation. DPR volunteers base includes commercial drivers licenses holders.
2. **DC Fire and Emergency Medical Services Department (DCFEMS)**—DCFEMS will provide emergency transportation for individuals needing pre-hospital emergency medical care.
3. **DC Housing Authority (DCHA)**—DCHA will provide support to DDOT to coordinate the surface transportation system.
4. **DC National Guard (DCNG)**—DCNG will provide transportation and traffic control support during public emergencies.
5. **DC Public Schools (DCPS)**—DCPS will provide its fleet of school buses to assist with transport of evacuees to shelters.
6. **Department of Employment Services (DOES)**—DOES, in coordination with EMA, will assist in providing equipment (vans, vehicles, etc.) and in recruiting emergency manpower, as needed, to assist in emergency transportation.
7. **Department of Health (DOH)**—DOH provides support vehicles not needed for ESF #1.
8. **Department of Human Services (DHS)**—DHS will provide information and planning on the condition, location, and availability of its vehicles. DHS has a limited number of buses, vans, four-wheel-drive vehicles, and sedans that could be used for transportation of persons in time of emergency. Requests for transportation will be on an individual basis and decisions made will depend on the severity of the need and

availability of equipment. High-priority needs include transport for essential city officials and workers and for the disabled, mentally impaired, and/or juveniles to service facilities.

9. **Department of Mental Health (DMH)**—DMH will provide “U Drives” to the District government in emergency situations on an as-needed basis. Note that vehicle drivers will not be provided from the DMH staff.
10. **Department of Motor Vehicles (DMV)**—DMV will support DDOT to coordinate the surface transportation system.
11. **Department of Public Works (DPW)**—DPW will coordinate, obtain, and stage vehicle fleets, as designated by the DDOT CMC, from supporting District agencies and will provide licensed drivers and vehicles for personnel transportation evacuation assistance in emergency or routine situations. DPW will clear emergency access routes to permit emergency evacuation and station vehicle wreckers along key routes as designated by the DDOT CMC to sustain emergency evacuation and relief and will provide requisite resources for cleanup and recovery as soon as the situation warrants. DPW, through its Parking Services Division, will coordinate and/or provide towing cranes, if necessary to remove parked vehicles from designated emergency evacuation routes during a public emergency. DPW will dispatch vehicular equipment to the affected area for people transport and/or debris removal. If necessary, DPW will contract for more vehicles.
12. **Emergency Management Agency (EMA)**—EMA will coordinate and facilitate both obtaining and utilizing the transportation capacity during the immediate lifesaving response phase. All transportation requests will be coordinated through EMA’s ESF #1 cell for review and action.
13. **Metropolitan Police Department (MPD)**—MPD will provide critical intersection control and will report on any area transportation disruptions. MPD will provide escorts for emergency response vehicles. MPD will be responsible for the coordination of street closings with DDOT and other regional law enforcement agencies. MPD, in coordination with DPW, will provide towing cranes, if necessary, to remove parked vehicles from designated emergency evacuation routes during a public emergency.
14. **Office of the Chief Technology Officer (OCTO)**—OCTO will provide communication hardware and geographic information systems (GIS) support to ESF #1, along with ESF #2, to help maintain communications.

15. **Water and Sewer Authority (WASA)**—WASA will provide emergency access routes pertaining to waterways in public emergencies, as needed.
16. **AMTRAK**—AMTRAK will provide emergency support to DDOT for emergency surface transportation system operations.
17. **Architect of the Capital**—The Architect of the Capital will provide support to DDOT to coordinate the surface transportation system through the United States Capitol Complex area, which includes the areas surrounding the Capitol, the congressional office buildings, the Library of Congress buildings, the Supreme Court building, the U.S. Botanic Garden, the Capitol Power Plant, and other facilities.
18. **Arlington County, Virginia**—Arlington County will provide support to DDOT to coordinate the surface transportation system.
19. **DC Office on Aging (DCOA)**—DCOA will provide vehicles from the Washington Elderly Handicapped Transportation Service (WEHTS) that are not in use for nursing home staff transportation. Note that vehicle drivers will not be provided.
20. **Fairfax County, Virginia**—Fairfax County will provide support to DDOT to coordinate the surface transportation system.
21. **Federal Bureau of Investigation (FBI)**—FBI will provide support to DDOT to coordinate the surface transportation system.
22. **Federal Emergency Management Agency (FEMA)**—FEMA will provide information to DDOT to coordinate the surface transportation system or support in the event that a disaster is declared federally.
23. **Federal Highway Administration (FHA), Division Office**—FHA will support DDOT to coordinate the surface transportation system.
24. **Federal Protective Service(FPS)**—The FPS will secure facilities in case of an emergency [i.e., DDOT (Bridge/Maintenance), MPD, National Guard, and regional stakeholders].
25. **General Services Administration (GSA)**—GSA will provide needed supplies such as fencing, sensors, lighting, cameras, and restricted access under bridge structures, routine inspections, and other necessary support to secure facilities.

26. **Maryland Department of Transportation (MDOT)**—MDOT will provide emergency support to DDOT for the surface transportation system.
27. **Metropolitan Washington Council of Governments (COG)**—COG will provide support to DDOT to coordinate the regional surface transportation system.
28. **Montgomery County, Maryland**—Montgomery County will provide support to DDOT to coordinate the surface transportation system.
29. **Prince George’s County, Maryland**—Prince George’s County will provide support to DDOT to coordinate the surface transportation system.
30. **Private and commercial bus services**—will provide vehicles to support the evacuation process.
31. **U.S. Capitol Police**—The Capitol Police will provide information to ESF #5 on in critical intersection control, closing of streets, and escorting of emergency vehicles.
32. **U.S. Coast Guard (USCG)**—The USCG will support DDOT in coordinating the waterway surface transportation system.
33. **U.S. Department of Defense (DOD)**—DOD will provide support to DDOT to coordinate the surface transportation system.
34. **U.S. Department of Health and Human Services (HHS) (Pharmaceutical Stockpile)**—DHHS will provide support to DDOT to coordinate the surface transportation system.
35. **U.S. Department of Justice (DOJ)**—DOJ will provide support to DDOT to coordinate the surface transportation system.
36. **U.S. Secret Service**—The Secret Service will provide support to DDOT to coordinate the surface transportation system.
37. **U.S. Park Police, National Park Service (NPS)**—The NPS Park Police will provide support to MPD in critical intersection control, closing of streets, and escorting of emergency vehicles.
38. **Virginia Department of Transportation (VDOT)**—VDOT will provide emergency support to DDOT for surface transportation system.

39. **Virginia Rail Express (VRE)**—VRE will provide emergency support to DDOT for the emergency surface transportation system.
40. **Washington Metropolitan Area Transit Authority (WMATA)**—WMATA will provide the regional transit infrastructure for local and regional transit services and support EMA, upon request, with transportation for response and recovery operations. WMATA will have a liaison at the EOC and will provide input to the EOC for submission to ESF #5—Information and Planning on overall civil transportation systems.

C. Lead Federal Agency

Department of Transportation (DOT)—The DOT is the lead federal agency for ESF #1 and will provide direct, technical, and other support to the District through the District ESF #1 Liaison Officer to the CMT. Upon the declaration of an emergency or major disaster by the President under the authority of the Robert T. Stafford Disaster Relief Act as Amended, April 1999, the Federal Response Plan (FRP) will be implemented by FEMA and other federal departments and agencies. Initially, these agencies will operate out of the FEMA Regional Operations Center (ROC). Later, when a Disaster Field Office (DFO) is established near the disaster area, the agency ESF representatives that comprise the Emergency Response Team (ERT) will be in the DFO.

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